



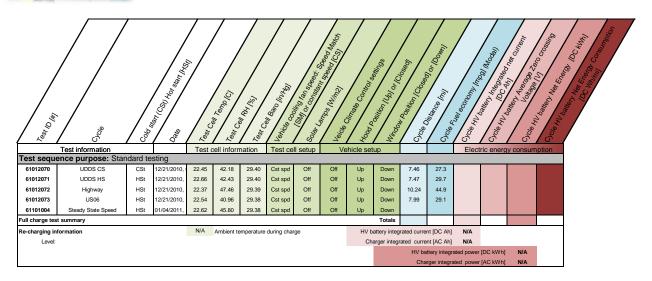
2010 Mazda 3 i-Stop	
Vehicle Architecture	Conventional- Start Stop
Document Date	11/20/2012
Revision Number	1
Notes: - Vehicle equipped with with i-Stop package - Manual Transmission - All tests completed in ECO mode - FDA shift schedule modified based on vehicle	

shift light activity

Vehicle Setup Information

Downloadable Dynamometer Database (D3)- Test Summary Sheet

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Test Cell Location	APRF- 4WD
Vehicle Dynamometer Input	
Test weight [lb]	3250
Target A [lb]	31.2
Target B [lb/mph]	0.462
Target C [lb/mph^2]	0.014
Test Fuel Information	
Fuel type	EPA Tier II EEE Gasoline
Fuel density [g/ml]	0.741
Fuel Net HV [BTU/lbm]	18459



Summary notes
For the highway and US06 cycles only the second (hot) test results are presented in this summary.

For the highway and USU6 cycles only the second (not) test results are presented in this summary.

Electric energy consumption:

HV battery Integrated net current --> Integrated current as reported by power analyzer

HV battery Average Zero crossing Voltage --> Calculated Average Zero crossing Voltage over the phase or cycle

HV Net Energy --> Integrated power as reported by power analyzer

Note that HV Net Energy is not equal to the product of HV battery Integrated net current times Average Zero crossing Voltage.

* The vehicle coast down information referenced from AVTA track testing

Advanced Powertrain Research Facility Data referencing:

- This data has originated from the Argonne National Laboratory D³ website. http://webapps.anl.gov/vehicle_data/
 The purpose of this information is to provide advanced technology vehicle chassis dynamometer test data for the engineering community. Mostly comprised of vehicle benchmarking test results, it is intended for the better understanding of the technology and for education. Data from this website may not used as a source for publication or profit without consent of Argonne
- Please contact d3info@anl.gov for questions, comments or inquiries.